SPROCKET MAN

THE U.S. CONSUMER PRODUCT SAFETY COMMISSION

The U.S. Consumer Product Safety Commission was activated on May 14, 1973 and directed by Congress to 1) protect the public against unreasonable risks of injury; 2) assist consumers in evaluating the comparative safety of consumer products; 3) develop uniform safety standards; and, 4) promote research and investigations.

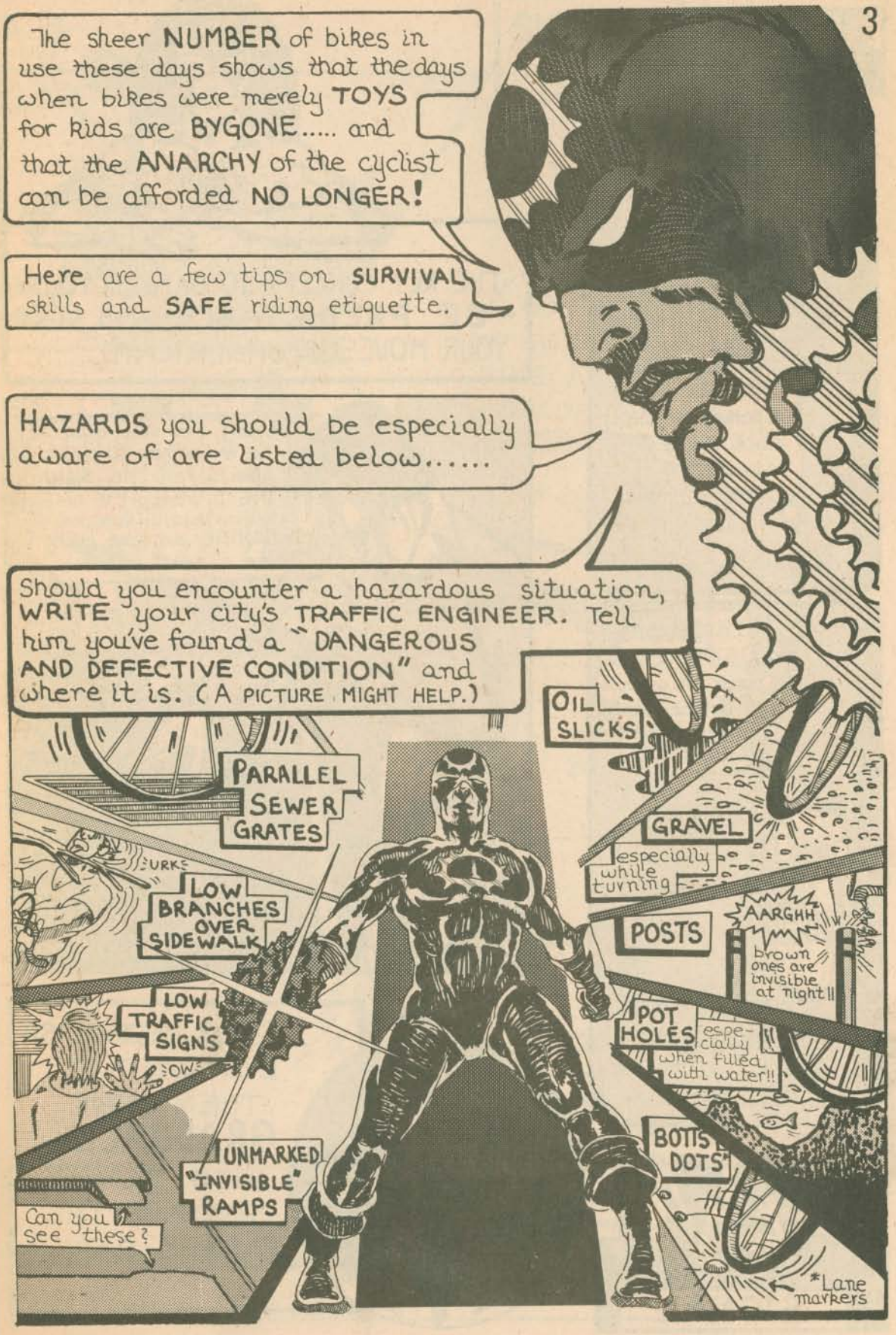
It has jurisdiction over more than 10,000 products used in the home, school, and public places. In its efforts to protect the public from serious product-associated injuries, the Commission needs the help of every consumer, young and old.

One important product — the bicycle — has been associated with approximately 450,000 injuries treated in hospital emergency rooms yearly. The dramatic increase in bicycling as a form of transportation and recreation has intensified the need for information and education materials for both young and old. This booklet is offered as one approach to involve you in THINKING BICYCLE SAFETY!

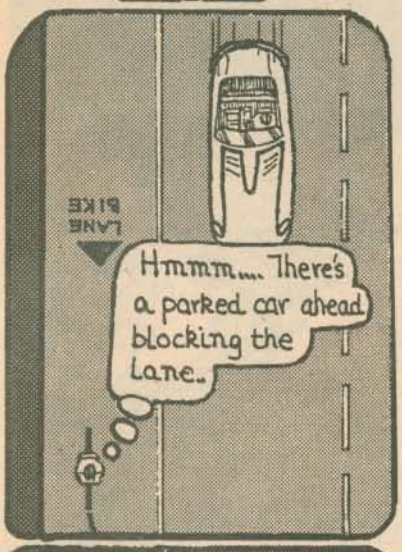
The Commission's regulation on bicycles became effective May 11, 1976. This booklet had been published prior to that date and, therefore, the bicycles depicted do not in all circumstances conform in detail to the specifications in the regulation.

In addition, the regulation applies to nearly all bicycles that are toys or other articles intended for use by children (but may also be used by adults). This booklet is directed only to bicycles that are appropriate for use on streets by sufficiently mature riders.

To report a hazard or a product-related injury, write to the U.S. Consumer Product Safety Commission, Washington, D.C. 20207. In the continental United States, call the toll-free hotline 800—638-2666. Maryland residents only, call 800—492-2937.


The sheer NUMBER of bikes in use these days shows that the days when bikes were merely TOYS for kids are BYGONE..... and that the ANARCHY of the cyclist can be afforded NO LONGER!
Here are a few tips on SURVIVAL skills and SAFE riding etiquette.
HAZARDS you should be especially aware of are listed below.....
Should you encounter a hazardous situation, WRITE your city's TRAFFIC ENGINEER. Tell him you've found a "DANGEROUS AND DEFECTIVE CONDITION" and where it is. (A PICTURE MIGHT HELP.)
OIL SLICKS
PARALLEL SEWER GRATES
URK
GRAVEL
especially while turning
LOW BRANCHES OVER SIDEWALK
AARGHH
POSTS
brown ones are invisible at night!!
LOW TRAFFIC SIGNS
OW
POT HOLES
especially when filled with water!!
UNMARKED "INVISIBLE" RAMPS
Can you see these?
*Lane markers

THINK AHEAD...


LANE BIKE
Hmmm.... There's a parked car ahead blocking the lane.

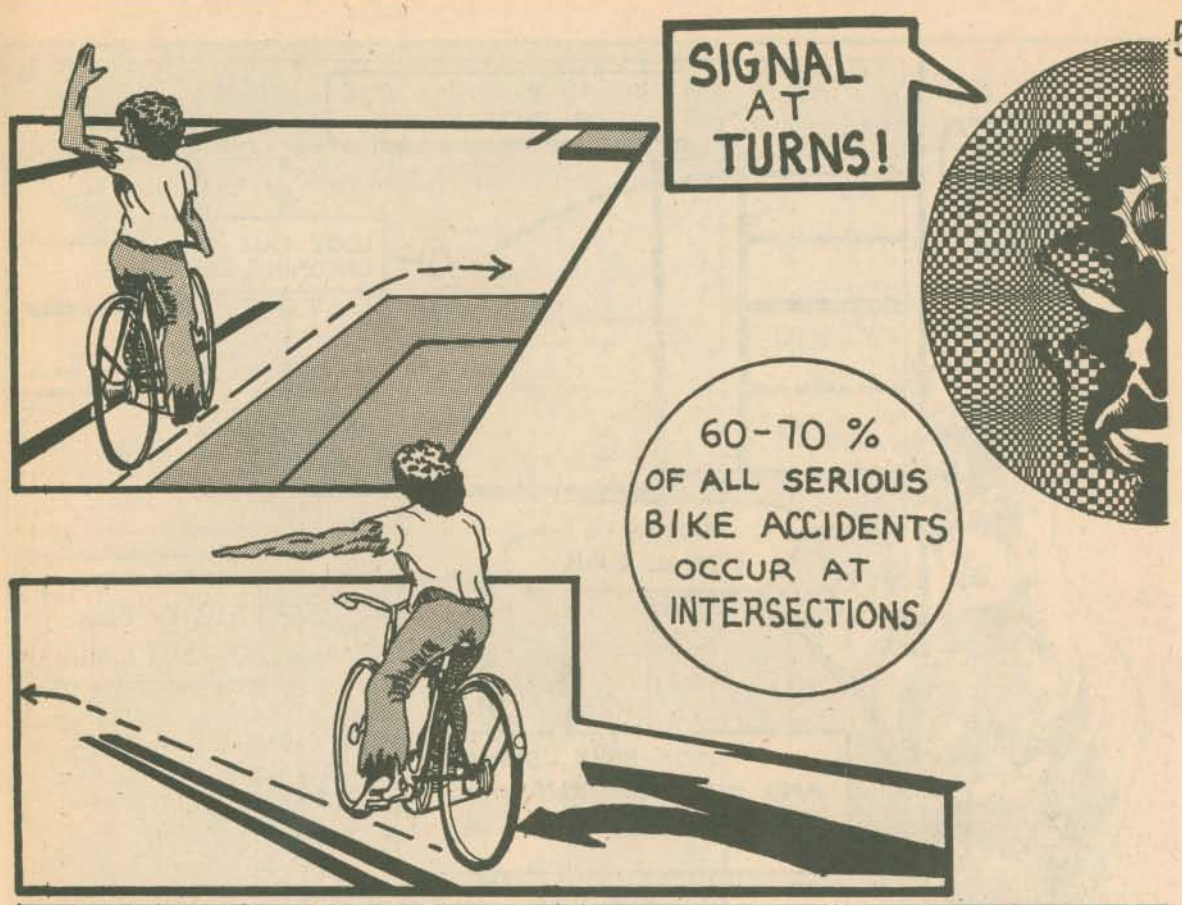
I'd better SIGNAL to move out gradually so the car behind me will know.

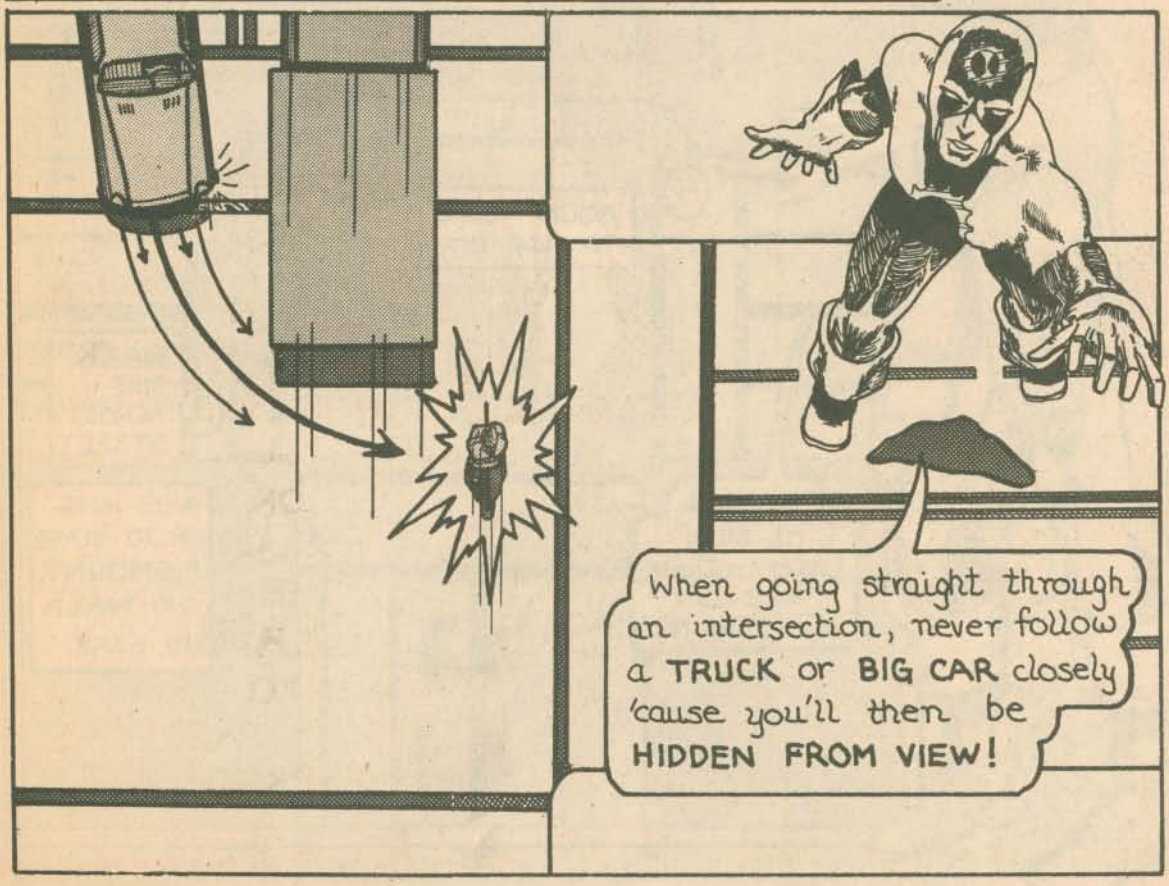
....SIGNAL....

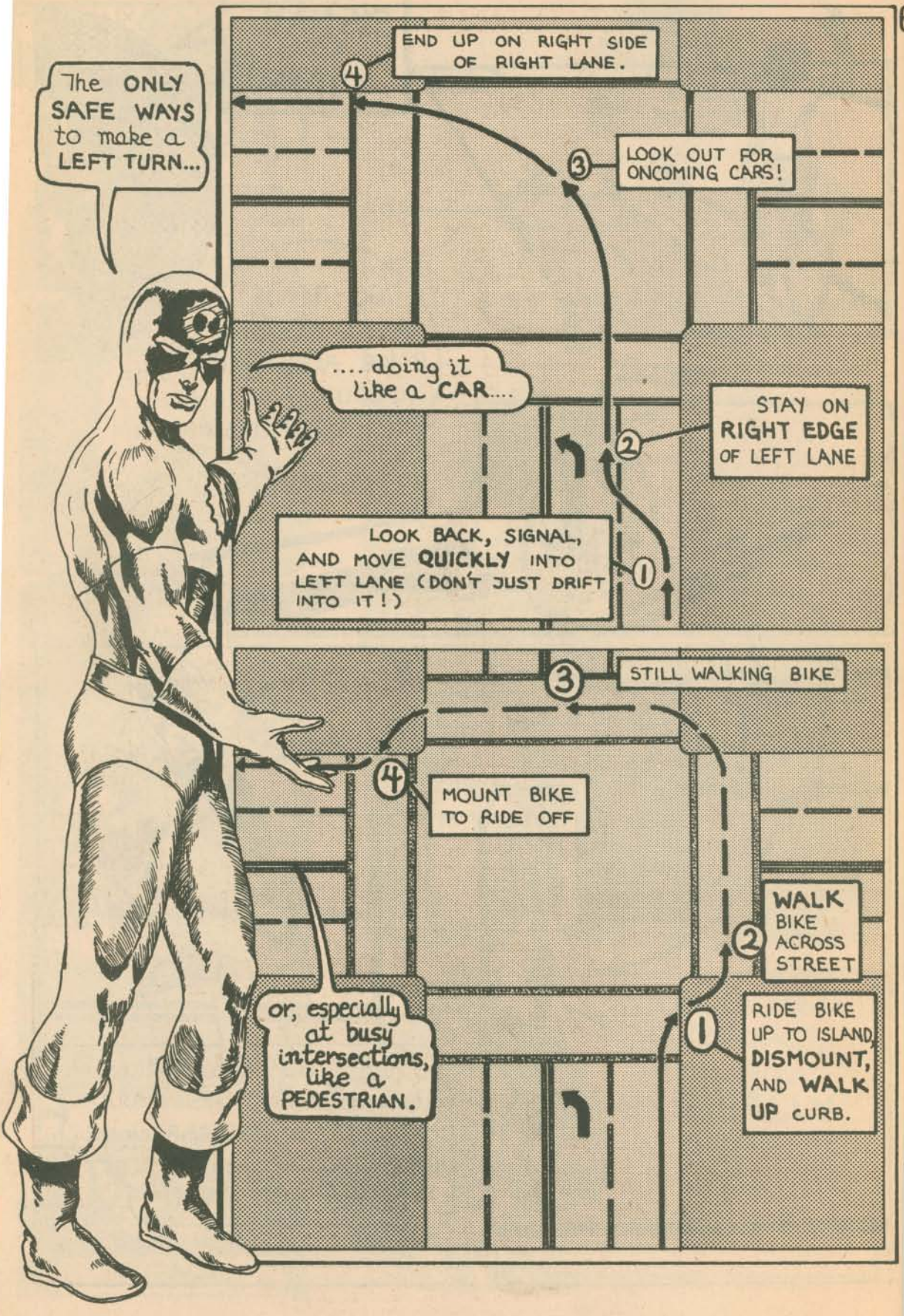
THE KEY CONCEPT TO SAFE BICYCLING -BE PREDICTABLE- AND SIGNAL YOUR MOVES!! COMMUNICATE.

Boy, I'm sure glad he knows how to ride a bike safely. He's SIGNALING to move out of his lane instead of suddenly SWERVING out and giving me a heart attack!

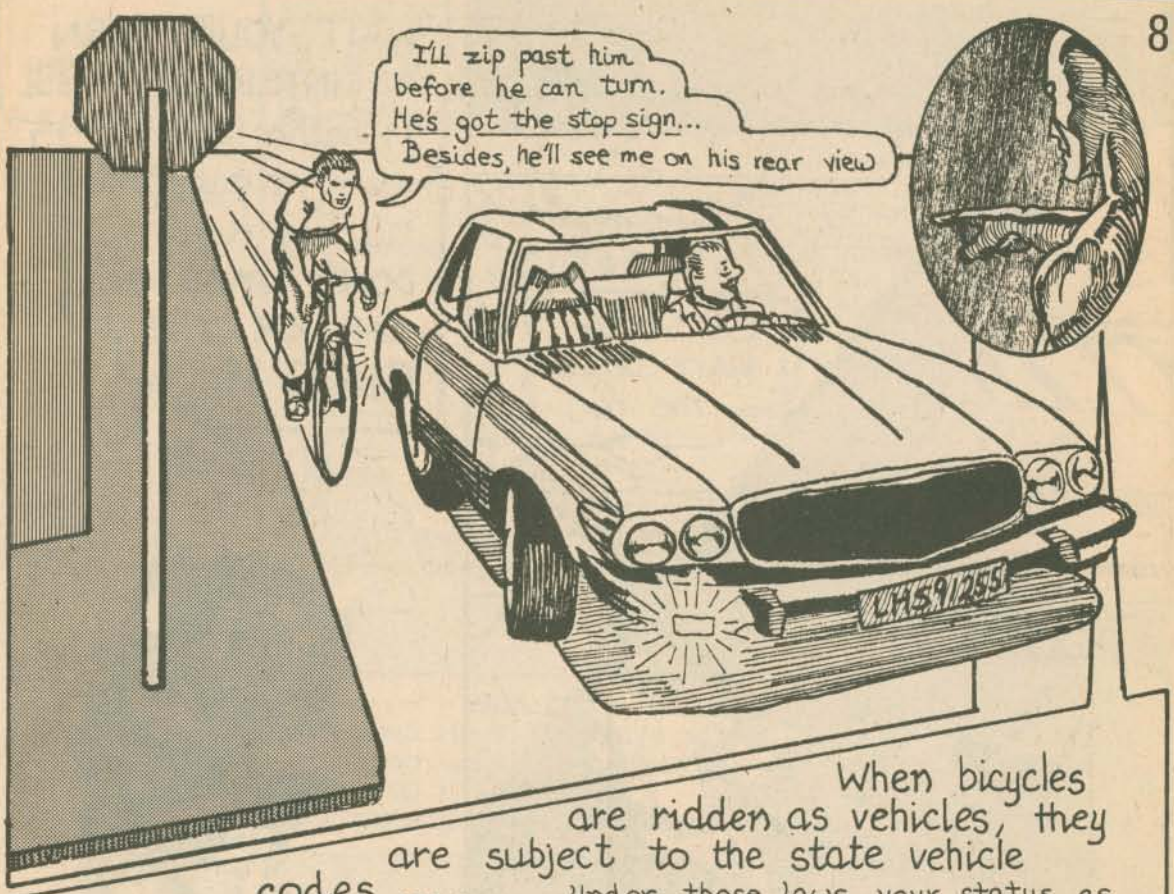
...LOOK, ESTABLISH EYE CONTACT, THEN MOVE GRADUALLY INTO TRAFFIC TO PASS THE PARKED CAR.


SIGNAL AT TURNS!
60-70 % OF ALL SERIOUS BIKE ACCIDENTS OCCUR AT INTERSECTIONS


When going straight through an intersection, never follow a TRUCK or BIG CAR closely 'cause you'll then be HIDDEN FROM VIEW!

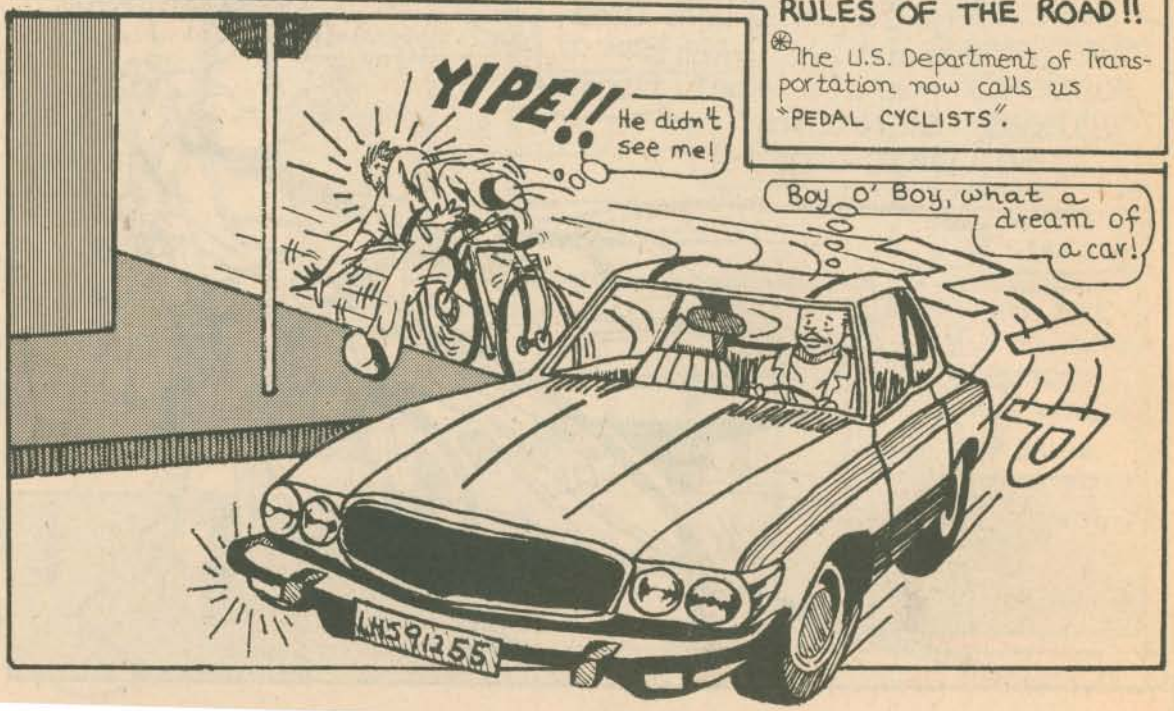

The ONLY SAFE WAYS to make a LEFT TURN...
.... doing it like a CAR....
END UP ON RIGHT SIDE OF RIGHT LANE.
4
LOOK OUT FOR ONCOMING CARS!
3
STAY ON RIGHT EDGE OF LEFT LANE
2
LOOK BACK, SIGNAL, AND MOVE QUICKLY INTO LEFT LANE (DON'T JUST DRIFT INTO IT!)
1
STILL WALKING BIKE
3
MOUNT BIKE TO RIDE OFF
4
WALK BIKE ACROSS STREET
2
RIDE BIKE UP TO ISLAND, DISMOUNT, AND WALK UP CURB.
1
or, especially at busy intersections, like a PEDESTRIAN.

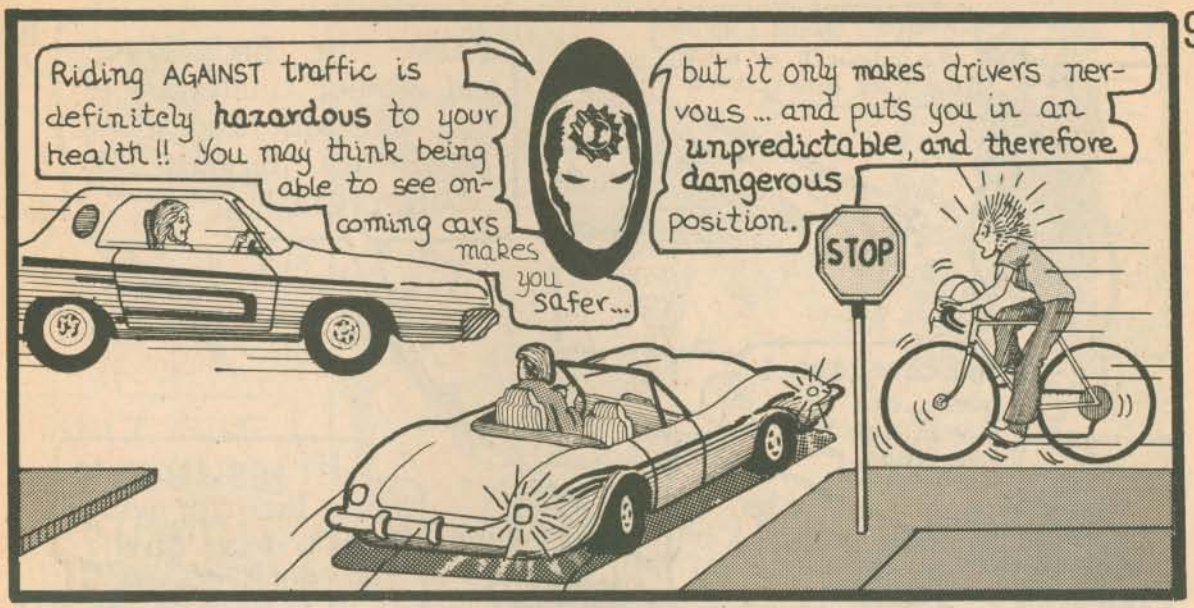
I'd better WAIT behind the car.
WAIT YOUR TURN AT INTERSECTIONS!
Whether you are going straight or turning right... DON'T PASS A CAR ON THE RIGHT !!
7
Even if you're in a bike lane, the car beside you might SUDDENLY make a right turn WITHOUT SIGNALING. SO WATCH OUT !!
YEOWPS!

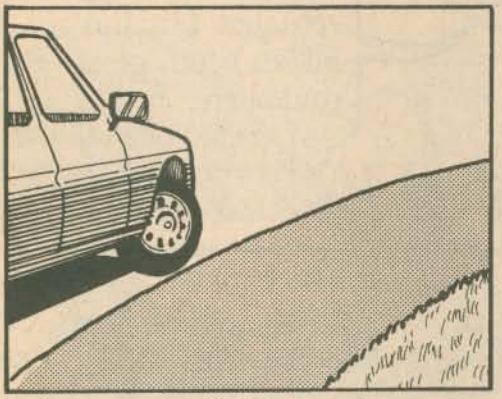


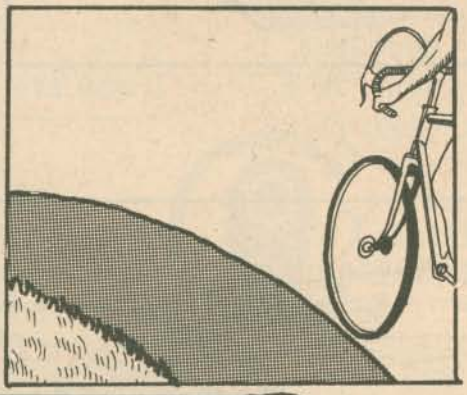
When bicycles are ridden as vehicles, they are subject to the state vehicle codes .... Under those laws, your status as bicyclist* is : **"EVERY PERSON RIDING A BICYCLE UPON A ROADWAY HAS ALL THE RIGHTS AND DUTIES APPLICABLE TO THE DRIVER OF A VEHICLE."** So **STOP** at all stop signs and stop lights **AND OBEY THE RULES OF THE ROAD!!**

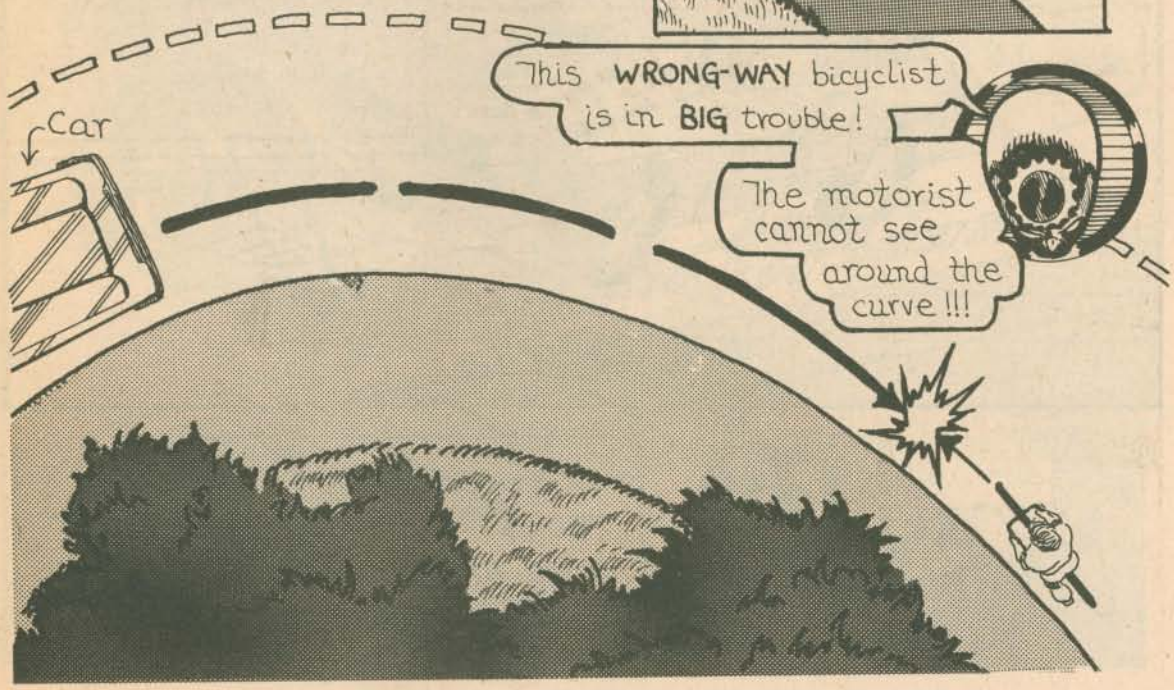
*The U.S. Department of Transportation now calls us "PEDAL CYCLISTS".

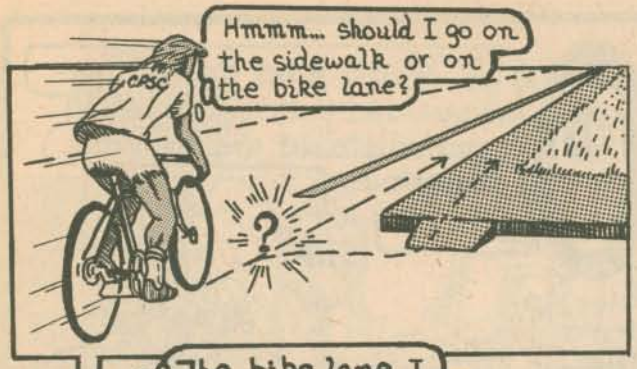


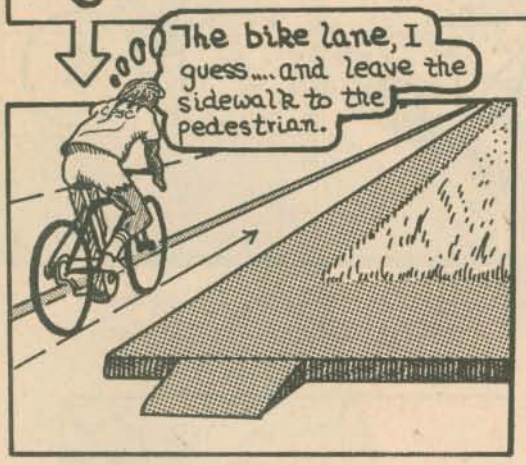

Riding AGAINST traffic is definitely **hazardous** to your health!! You may think being able to see oncoming cars makes you safer...
but it only makes drivers nervous... and puts you in an **unpredictable**, and therefore **dangerous** position.
STOP





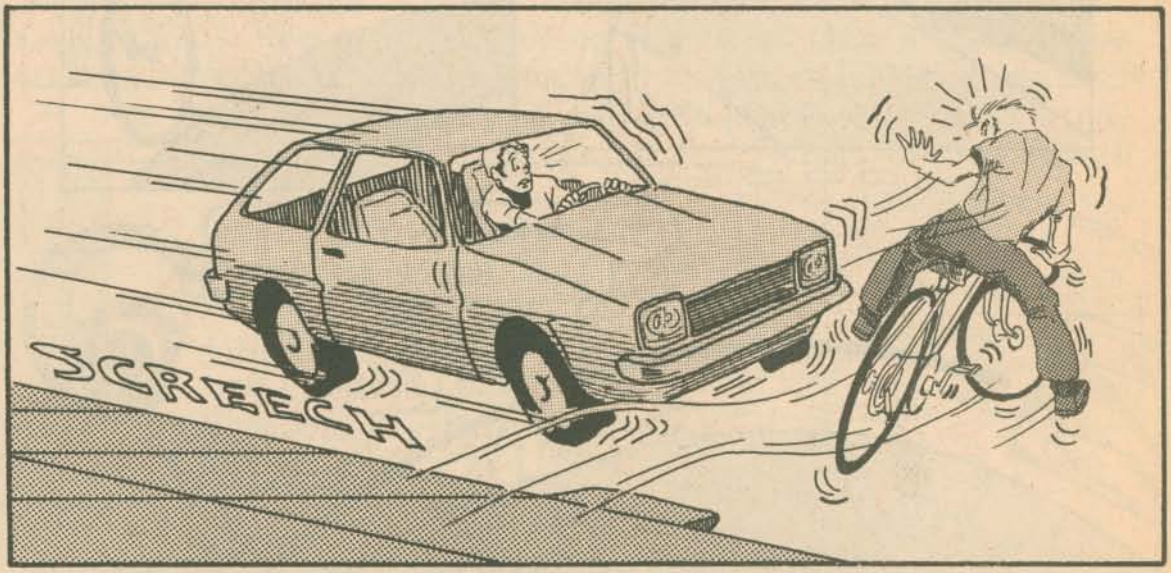

Car
This **WRONG-WAY** bicyclist is in **BIG** trouble!
The motorist cannot see around the curve!!!



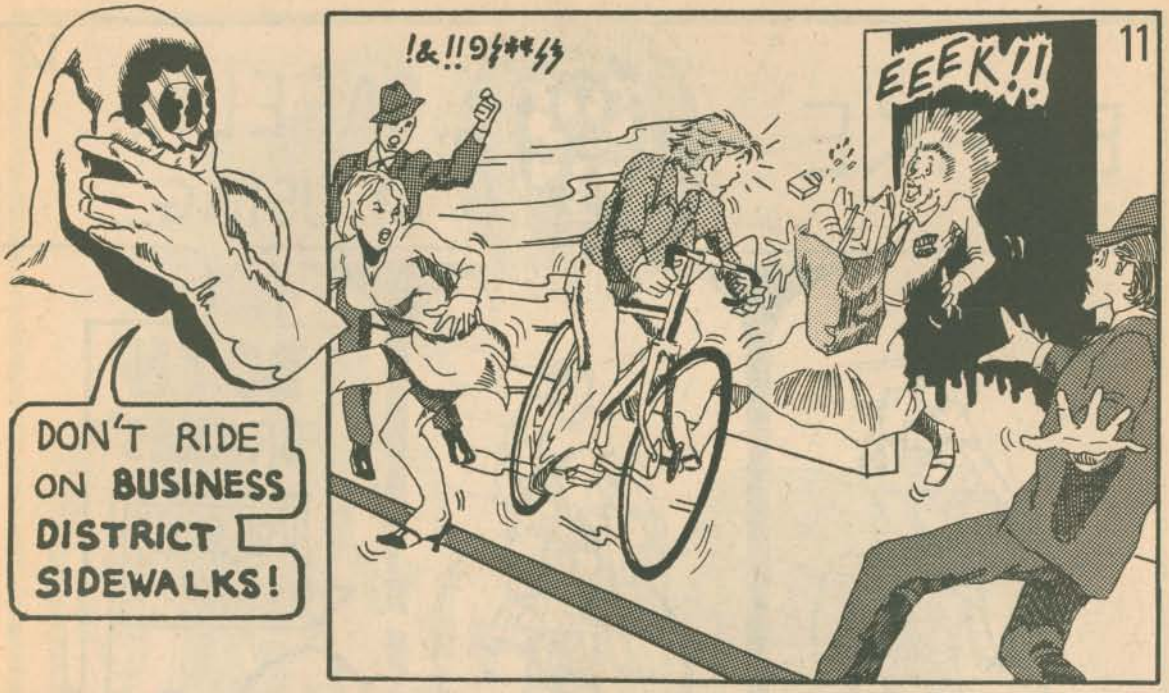


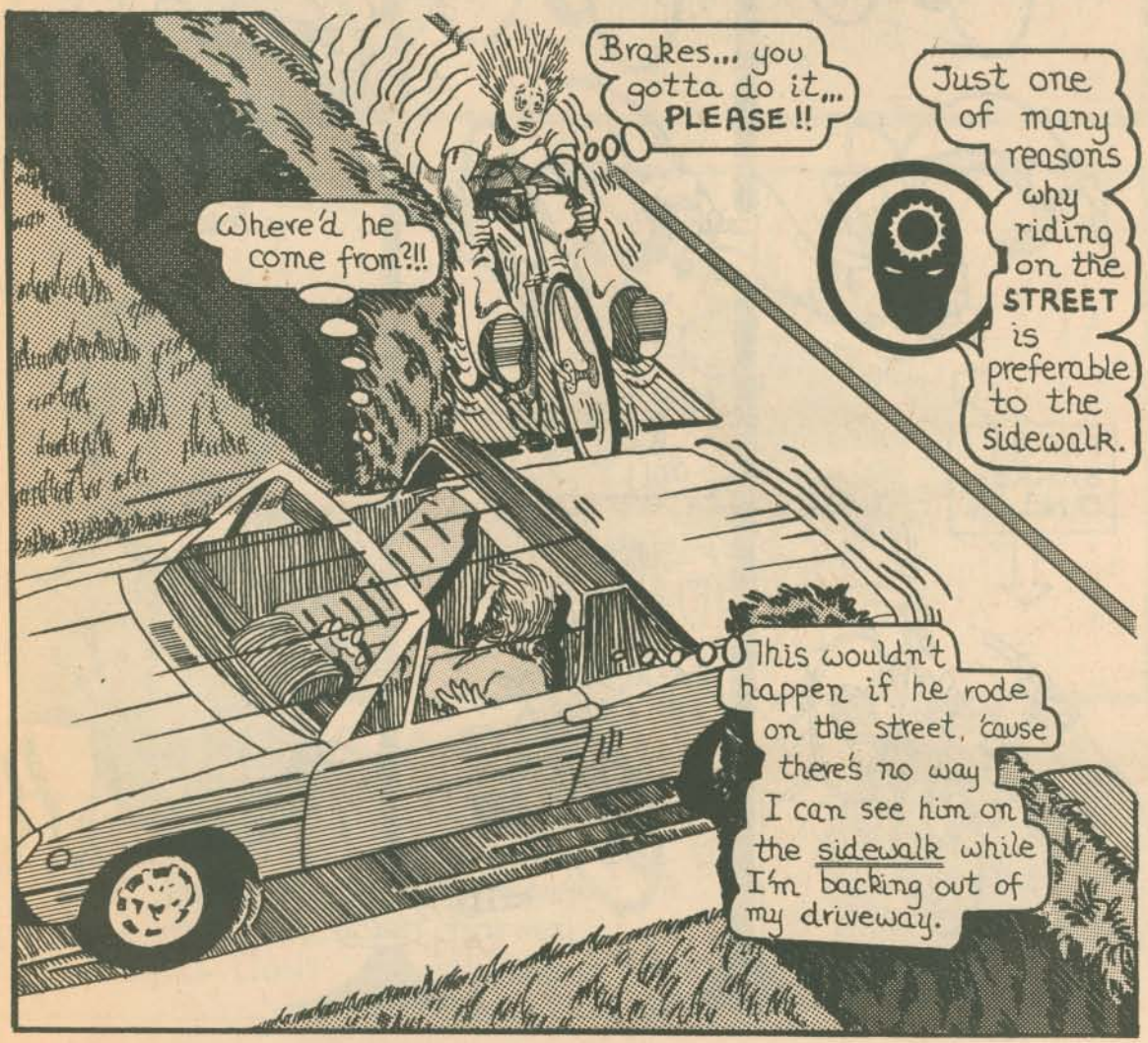
Use the **BIKE LANE** and street instead of the sidewalk and avoid pedestrian-bicyclist **CONFLICTS !!**

If you have to use the sidewalk, **DON'T FLY DOWN THE BIKE RAMP INTO TRAFFIC !!** Cars don't expect vehicles (including bikes) to come from anywhere but a street. **SO WATCH OUT !!**

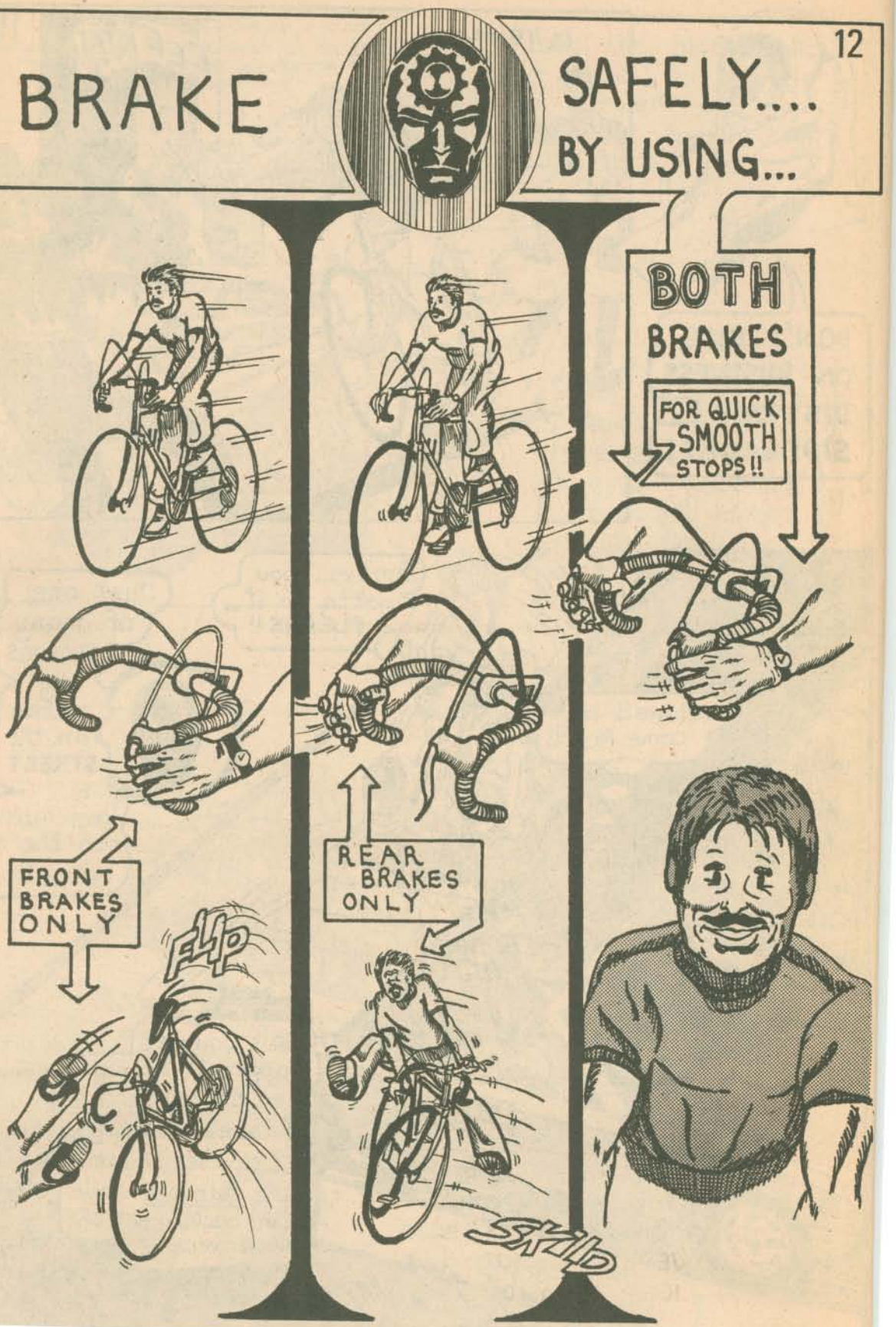


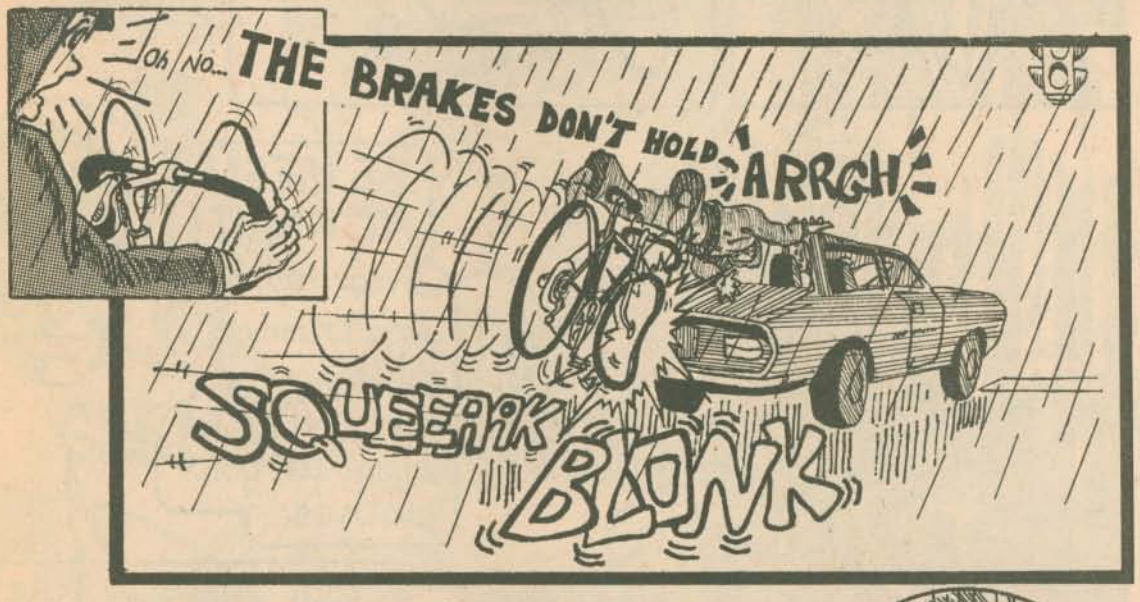
A suggestion to the **PEDESTRIAN**: **LEAVE THE BIKE RAMPS FOR BICYCLES AND WHEELCHAIRS.**


DON'T RIDE ON BUSINESS DISTRICT SIDEWALKS!
!&!!9½**½
EEEK!!


Where'd he come from?!!
Brakes... you gotta do it... PLEASE!!
Just one of many reasons why riding on the STREET is preferable to the sidewalk.
This wouldn't happen if he rode on the street, 'cause there's no way I can see him on the sidewalk while I'm backing out of my driveway.

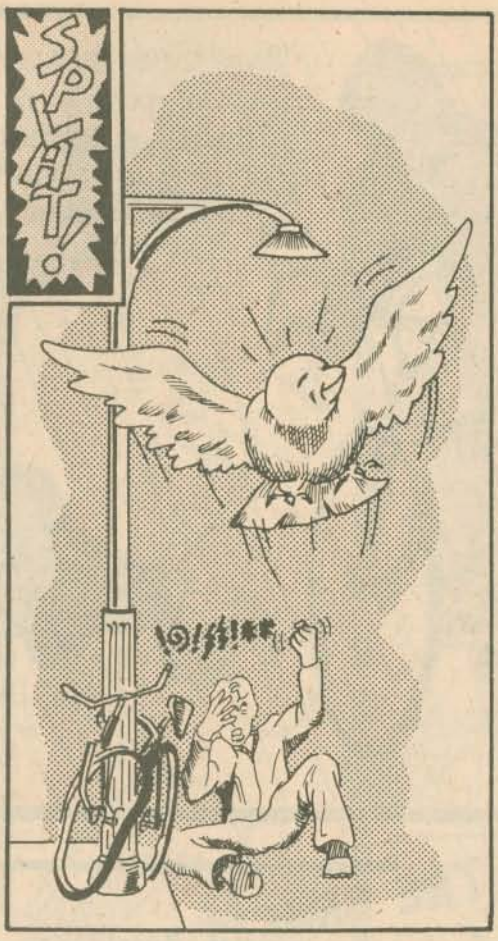
BRAKE SAFELY.... BY USING...





RAIN IS A PAIN!

- Handbrakes DO NOT work nearly as well in rain. Allow more time to stop than on dry pavement.
- Ride SLOWER than normal.
- Wear a LIGHT if visibility is poor.



PAY ATTENTION AND KEEP YOUR EYES ON THE ROAD!!

BE SEEN AT NIGHT!

Wear reflective trimmed clothing, or apply reflective trim to your clothes.

Attach these to bike:

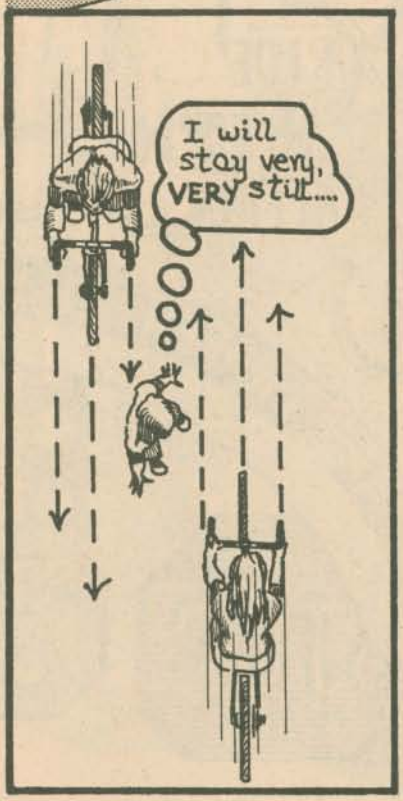
- WHITE HEADLIGHT.
- REAR RED REFLECTOR.
- WHITE OR YELLOW REFLECTOR ON PEDALS.
- YELLOW (IN FRONT) AND RED (IN REAR) SIDE REFLECTORS.

Remember, above all.....
BE PREDICTABE
in your riding !! Make your intention known!
LIGHTS AT
NIGHT
RIDE WITH TRAFFIC
I live dangerously.....
DON'T SWERVE !!
SIGNAL AT TURNS
OBEY ALL TRAFFIC SIGNS
STOP
YIELD

PEDESTRIANS HAVE THE RIGHT OF WAY !!

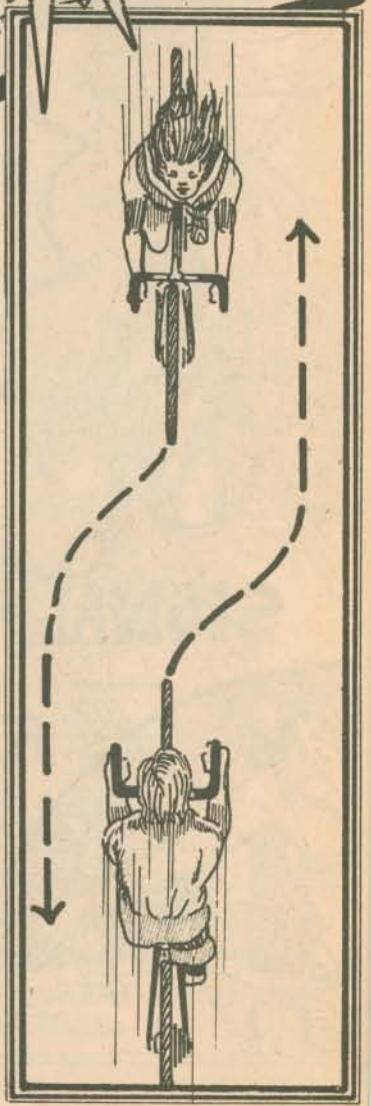
Play the GOLDEN RULE bit.... No matter how much you like to ride a bike, YOU'VE got to walk SOMETIME....

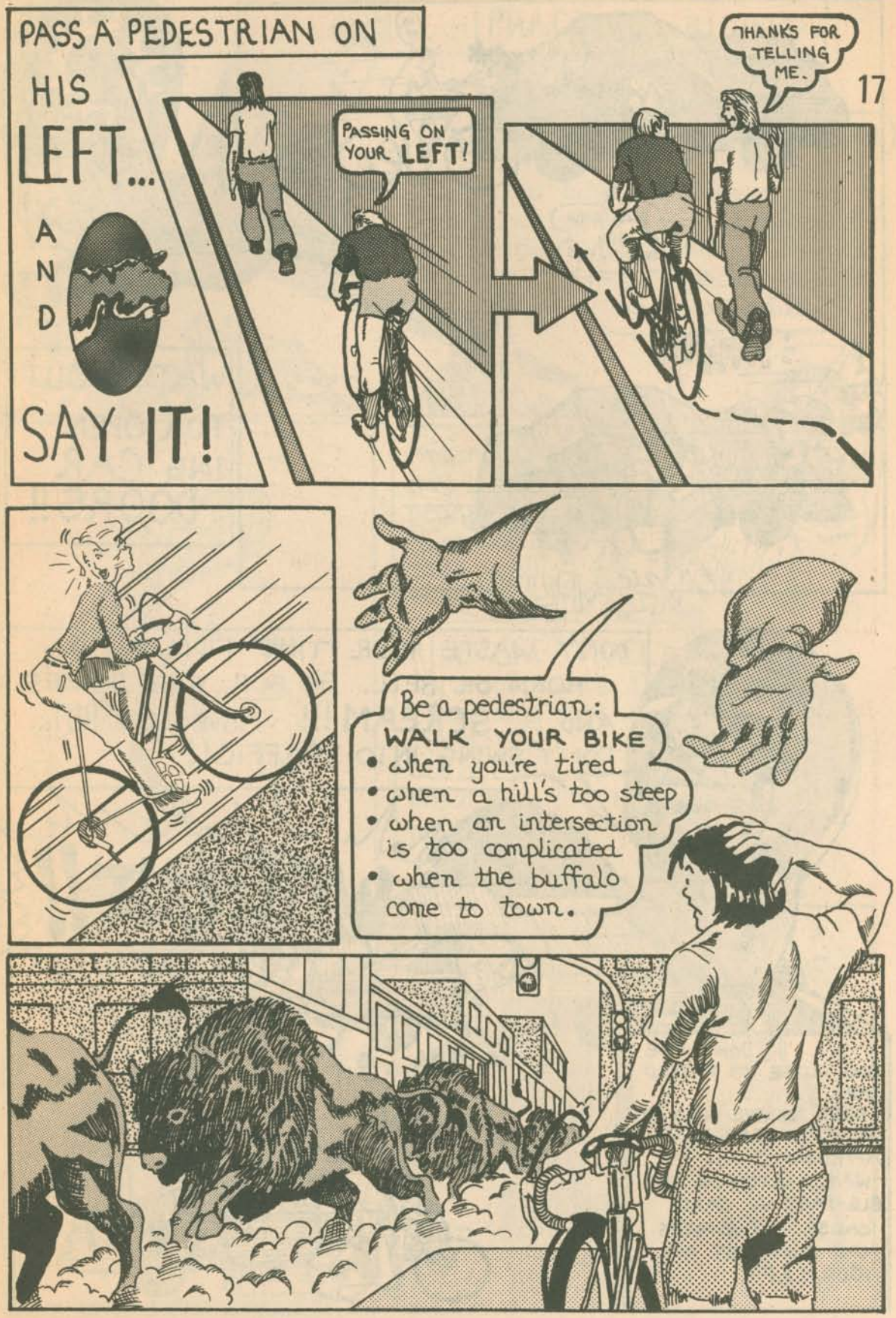
Besides, the ped you hit may play the "AN EYE FOR AN EYE" bit at a later date.

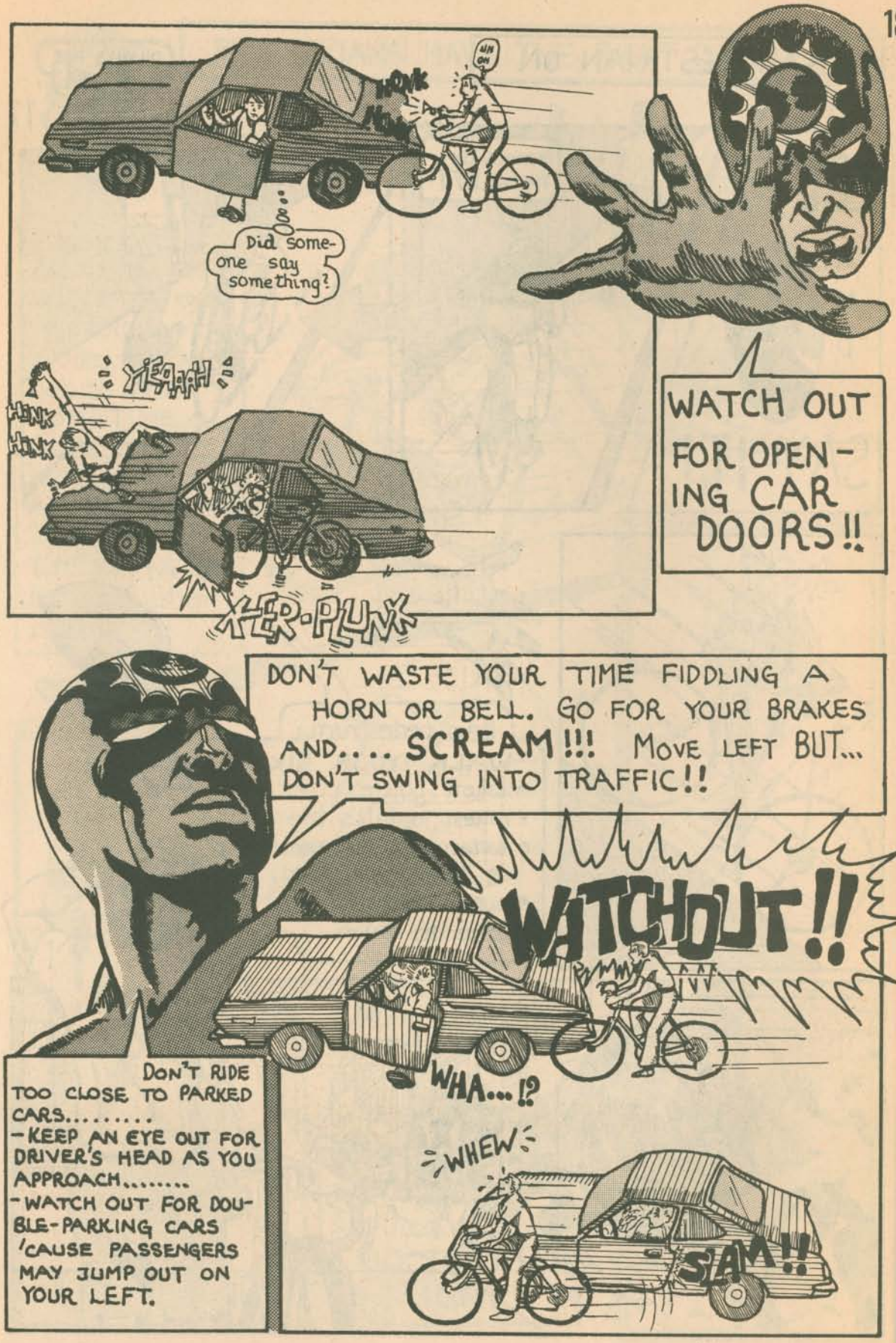


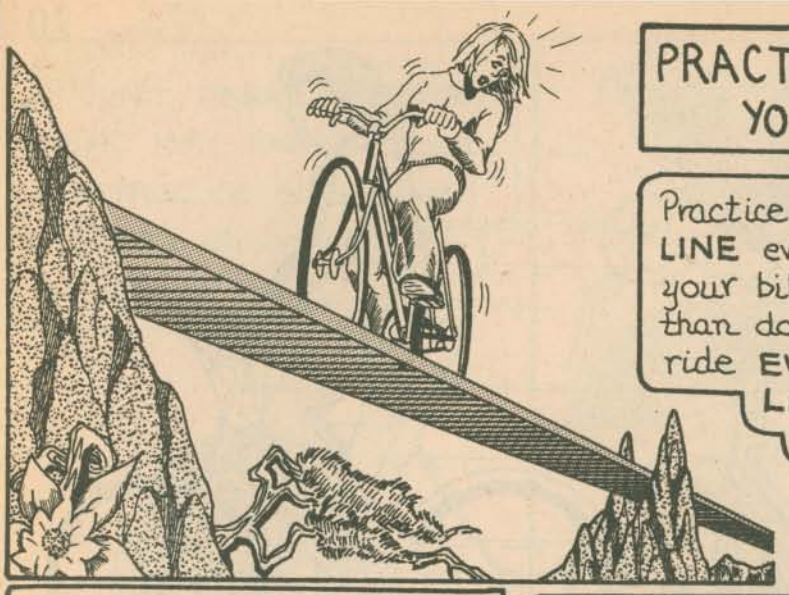
However, sometimes it's much easier for the ped to FREEZE than the bicyclists. The ped should let the bikes go straight through while he either stops or maneuvers around the bike.

When coming HEAD-ON towards a pedestrian or another cyclist, GO TO YOUR RIGHT !!



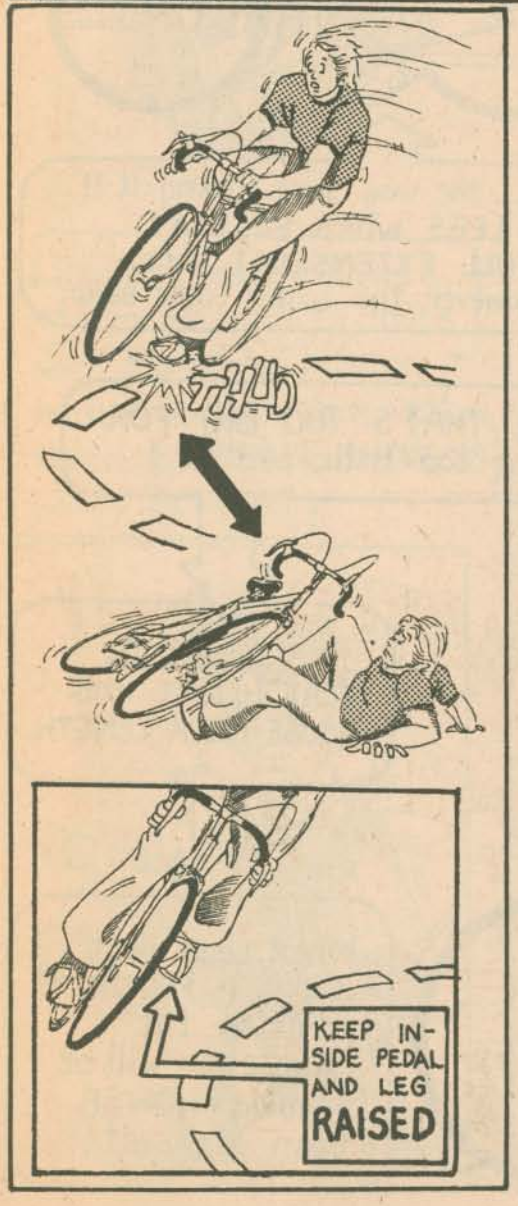

PASS A PEDESTRIAN ON HIS LEFT... AND SAY IT!
PASSING ON YOUR LEFT!
THANKS FOR TELLING ME.
Be a pedestrian:
WALK YOUR BIKE
• when you're tired
• when a hill's too steep
• when an intersection is too complicated
• when the buffalo come to town.


HONK
HONK
UH OH
Did someone say something?
WATCH OUT FOR OPENING CAR DOORS!!
YIEEAHH
HONK
HONK
KER-PLUNK
DON'T WASTE YOUR TIME FIDDLING A HORN OR BELL. GO FOR YOUR BRAKES AND.... SCREAM!!! MOVE LEFT BUT... DON'T SWING INTO TRAFFIC!!
WATCHOUT!!
WHA...!?
WHEW
SAM!!
DON'T RIDE TOO CLOSE TO PARKED CARS.....
-KEEP AN EYE OUT FOR DRIVER'S HEAD AS YOU APPROACH.....
-WATCH OUT FOR DOUBLE-PARKING CARS 'CAUSE PASSENGERS MAY JUMP OUT ON YOUR LEFT.



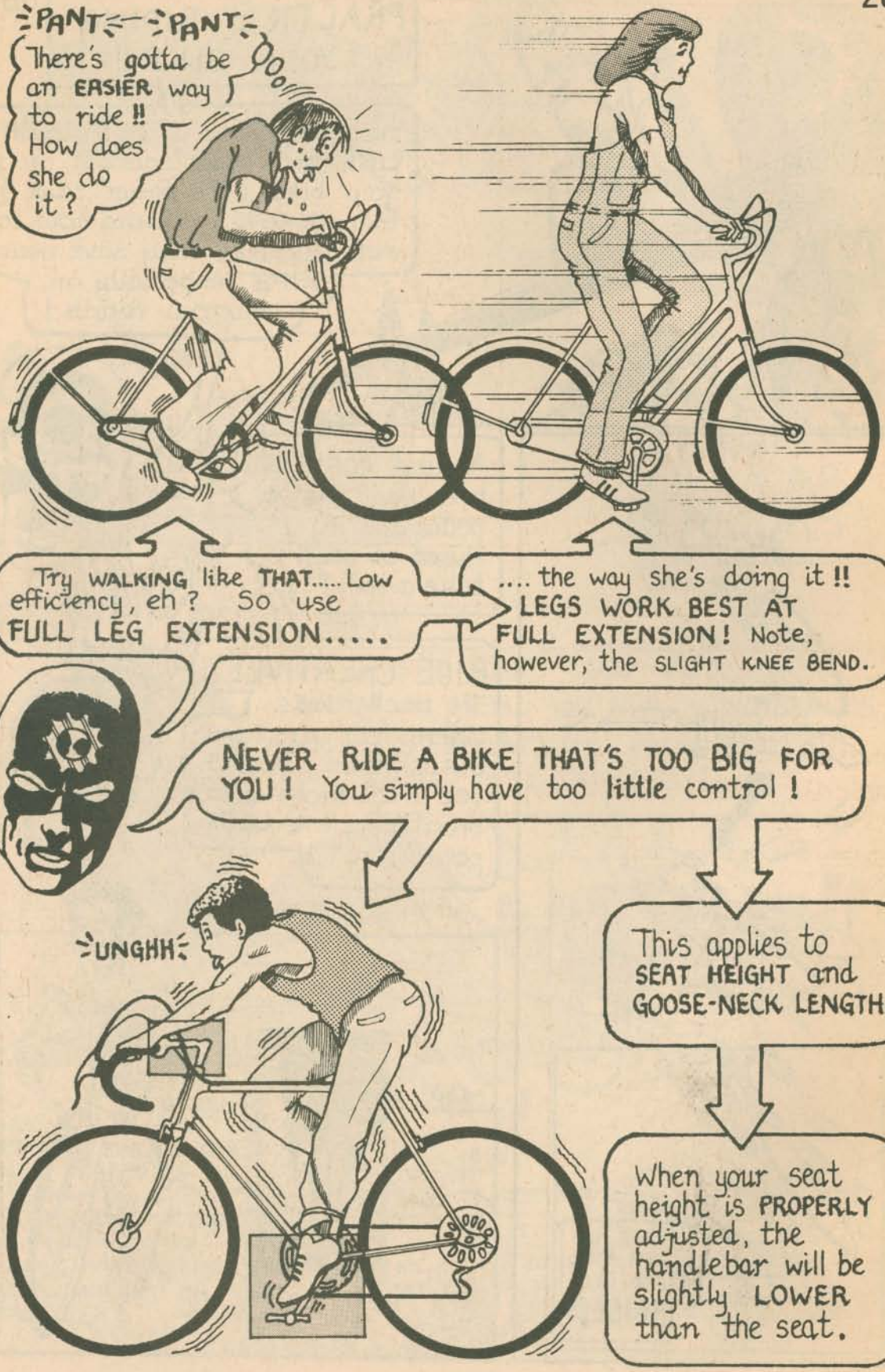
PRACTICE RIDING YOUR BIKE!!

Practice riding in a **STRAIGHT LINE** every time you get on your bike (it's easier said than done). Knowing how to ride **EVENLY** may save your **LIFE**, especially on narrow roads!



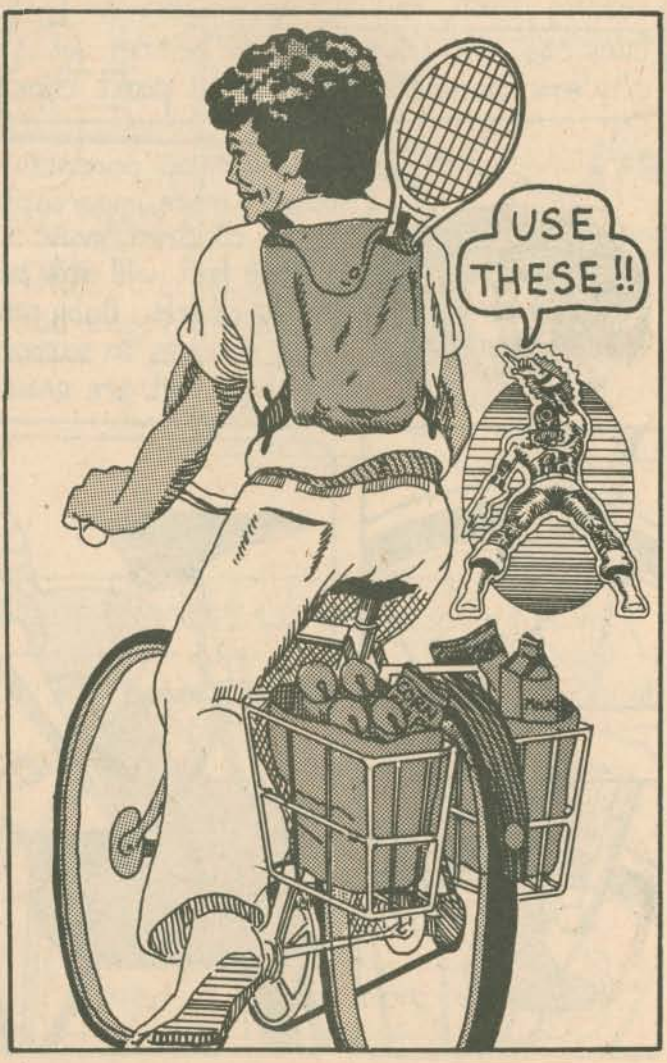
Around **CORNERS**, keep your **INSIDE** pedal and leg raised or you'll take a spill!

RIDE CREATIVELY. Try back roads where few cars (and bikes) roam. You'll see a lot more and breathe a lot **LESS** pollution!


PANT PANT
There's gotta be an EASIER way to ride !! How does she do it ?
Try WALKING like THAT..... Low efficiency, eh ? So use FULL LEG EXTENSION.....
.... the way she's doing it !! LEGS WORK BEST AT FULL EXTENSION ! Note, however, the SLIGHT KNEE BEND.
NEVER RIDE A BIKE THAT'S TOO BIG FOR YOU ! You simply have too little control !
UNGHH
This applies to SEAT HEIGHT and GOOSE-NECK LENGTH.
When your seat height is PROPERLY adjusted, the handlebar will be slightly LOWER than the seat.

"DON'T CARRY ANYTHING THAT MAY HAMPER YOUR CONTROL OF YOUR BIKE!" Plan ahead and use a BACK-PACK!!

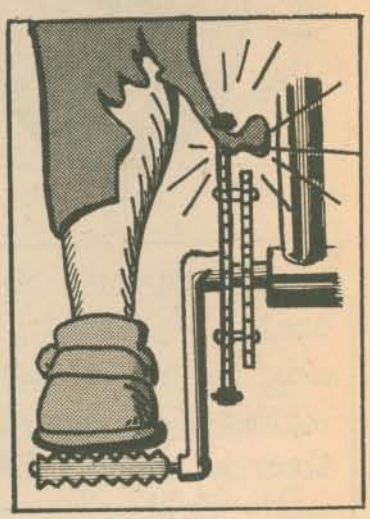
Front baskets have a center of gravity that's way too high.... which makes for awkward steering. REAR BASKETS work better!



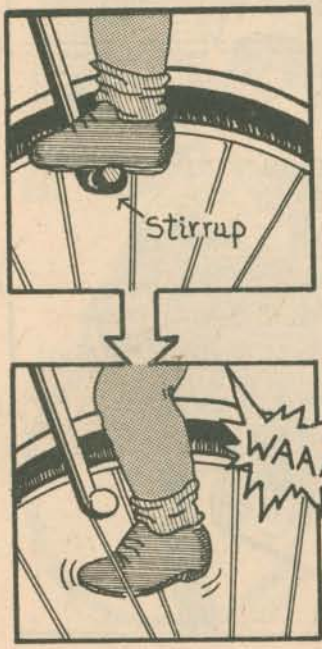
WATCH OUT for objects that may DANGLE, like a purse strap or chain .... they will CATCH in your wheels !!

This goes for PANT CUFFS as well !

Pant cuffs, when caught in bike chain, can **easily** lead to an accident... and assuredly to dirty cuffs. When riding, then, roll up your cuffs, or tuck'em into your socks, or better yet... clip'em in with those nifty **pant clips.**



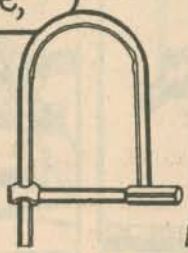
And for you parents... or rather – more importantly – for your children, make SURE their feet will not be caught in the wheels. Baby seats with only STIRRUPS to support the baby's feet are DANGEROUS!



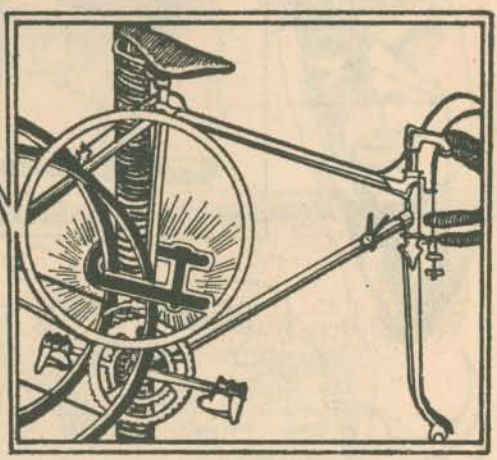
Child seats have been known to fall off MOVING bikes with child ATTACHED ! **FASTEN SEATS SECURELY !!**

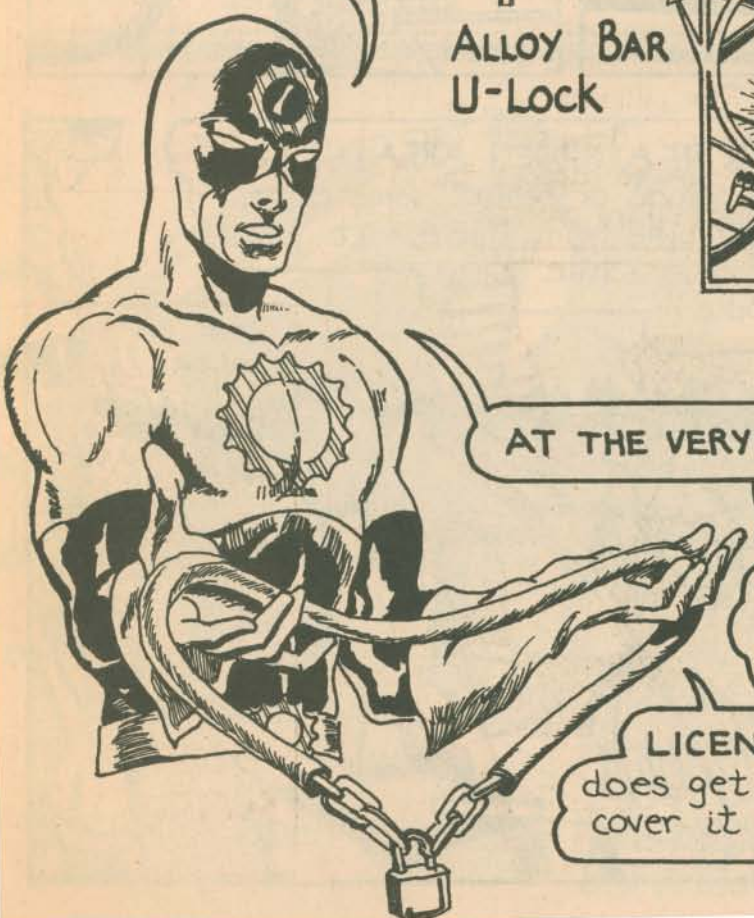
NO LOCKING SYSTEM IS FOOL-PROOF !!

However, certain bike locks do provide **MAXIMUM SECURITY!** Particularly for those bicycles with "quick-release," it is best to remove your front wheel and lock it as well.



ALLOY BAR U-LOCK





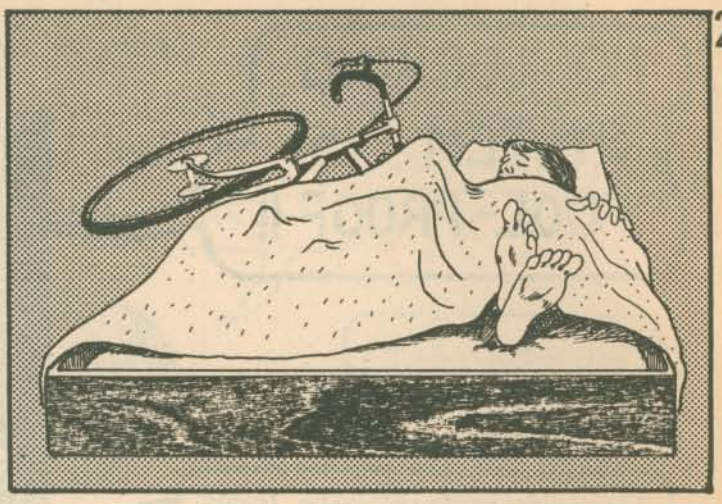
AT THE VERY LEAST, use a heavy chain (5/16" alloy) or cable and a good padlock. **NEVER** use a flimsy combination lock and chain !!

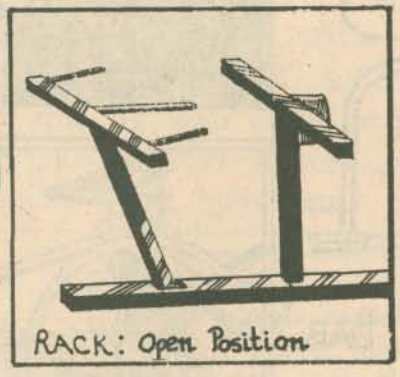
LICENSE your bike! If it does get stolen, you can recover it much more easily.

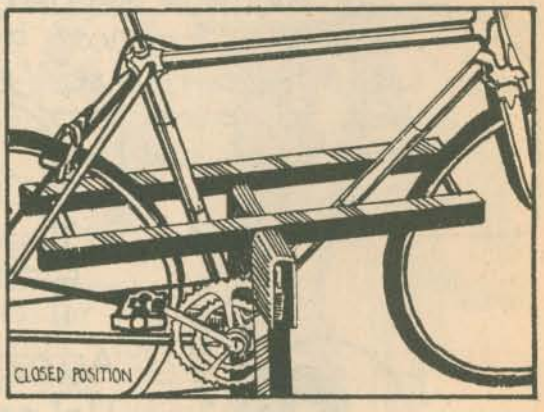
WHENEVER POSSIBLE, TAKE YOUR BIKE WITH YOU !!

Otherwise, park in a HIGHLY VISIBLE location.

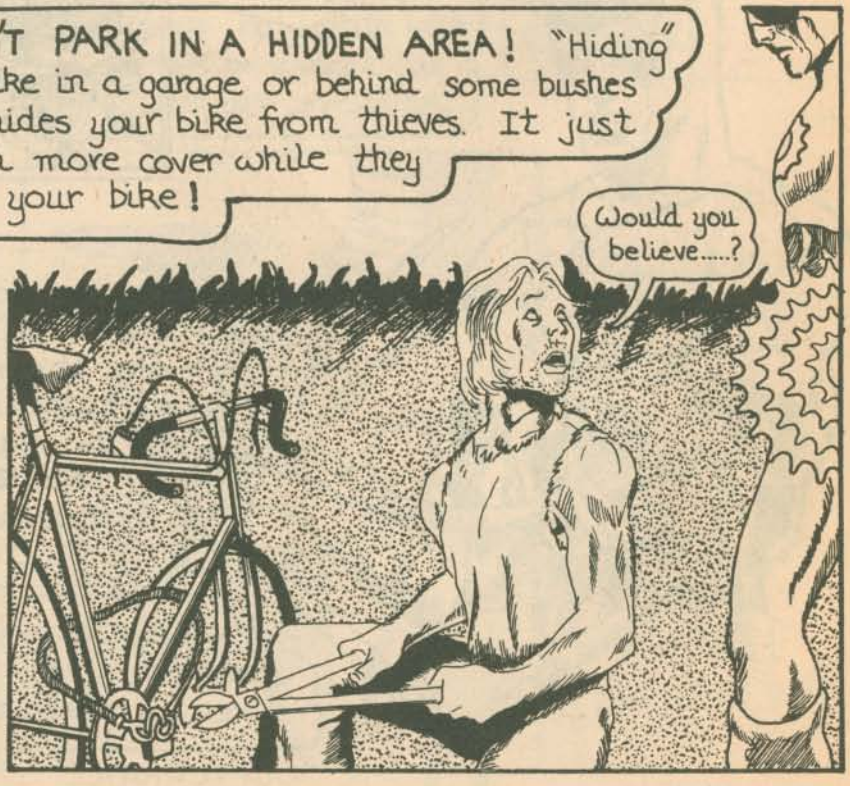
Use LOCKERS and/or FRAME RACKS, if available







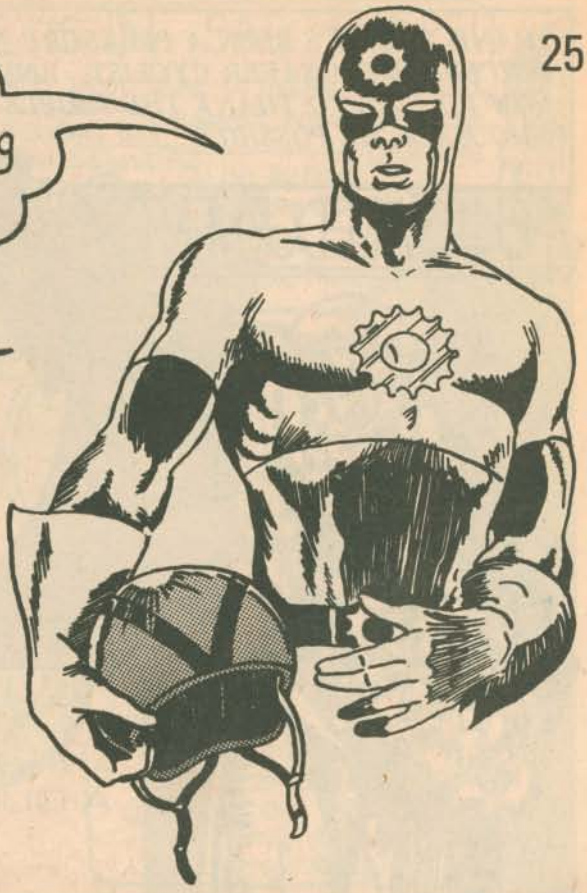
DON'T PARK IN A HIDDEN AREA! "Hiding" your bike in a garage or behind some bushes never hides your bike from thieves. It just gives them more cover while they STEAL your bike!

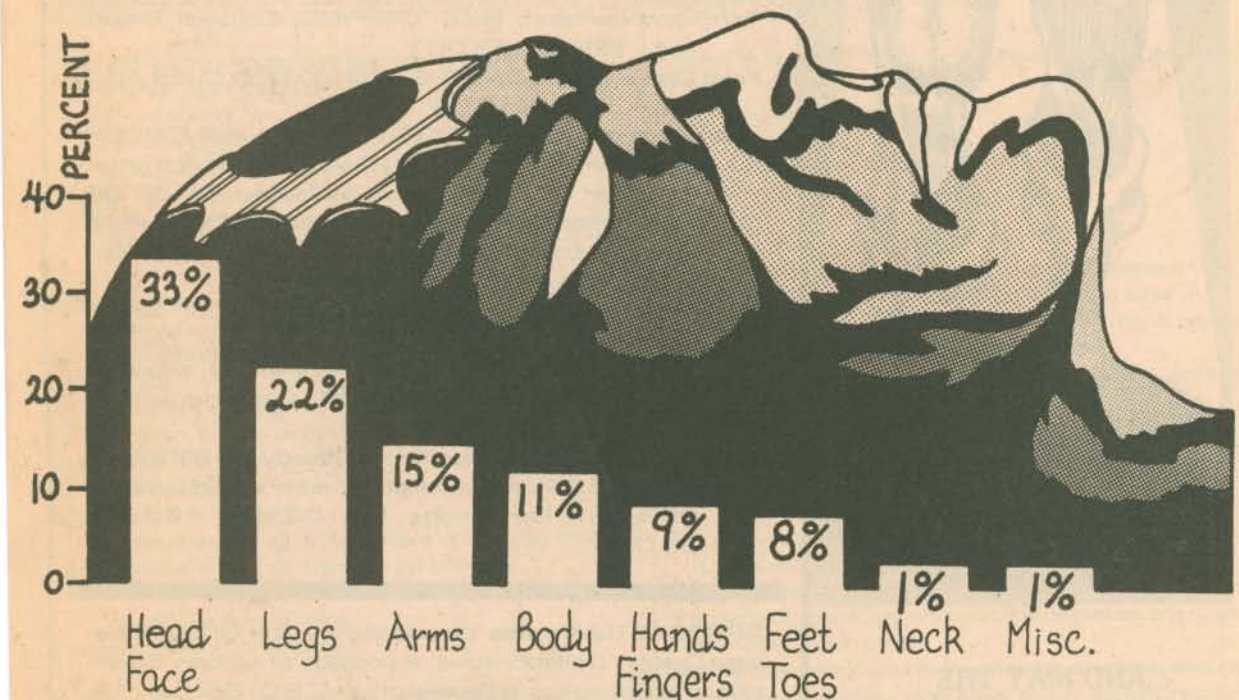


And DON'T PARK NEAR DOORS OR IN OPEN PLAZAS where people might fall over your bike!

1/3 of all injuries related to bicycle riding are to the head and face area.

HELMETS help avoid head injuries!





Statistics from the CPSC National Electronic Injury Surveillance System (NEISS)

THANK YOU, IT'S BEEN A PLEASURE HELPING YOU BECOME A SAFER CYCLIST. AND NOW I'D LIKE TO THANK THE PEOPLE WHO MADE ME POSSIBLE.....

ACKNOWLEDGEMENTS:

...AND MAY THE WIND ALWAYS BE AT YOUR BACK.

For further information, write: Bicycles, U.S. Consumer Product Safety Commission, Washington, D.C. 20207 or call the toll-free hotline 800—638-2666. Maryland residents only, call 800—492-2937.

And now . . .

A QUICKIE BIBLIOGRAPHY

Tom Cuthbertson, ANYBODY'S BIKE BOOK, Ten Speed Press, Berkeley, CA., 176 pp., $3.80

Tom Cuthbertson, BIKE TRIPPING, Colonial Press, MA., 172 pp., $3.00

Fred DeLong, DeLONG'S GUIDE TO BICYCLES AND BICYCLING, $12.95

John Forester, EFFECTIVE CYCLING: A HANDBOOK FOR SAFE, FAST BIKE TRAVEL, available from J. Forester, 782 Allen Court, Palo Alto, CA., $7.95

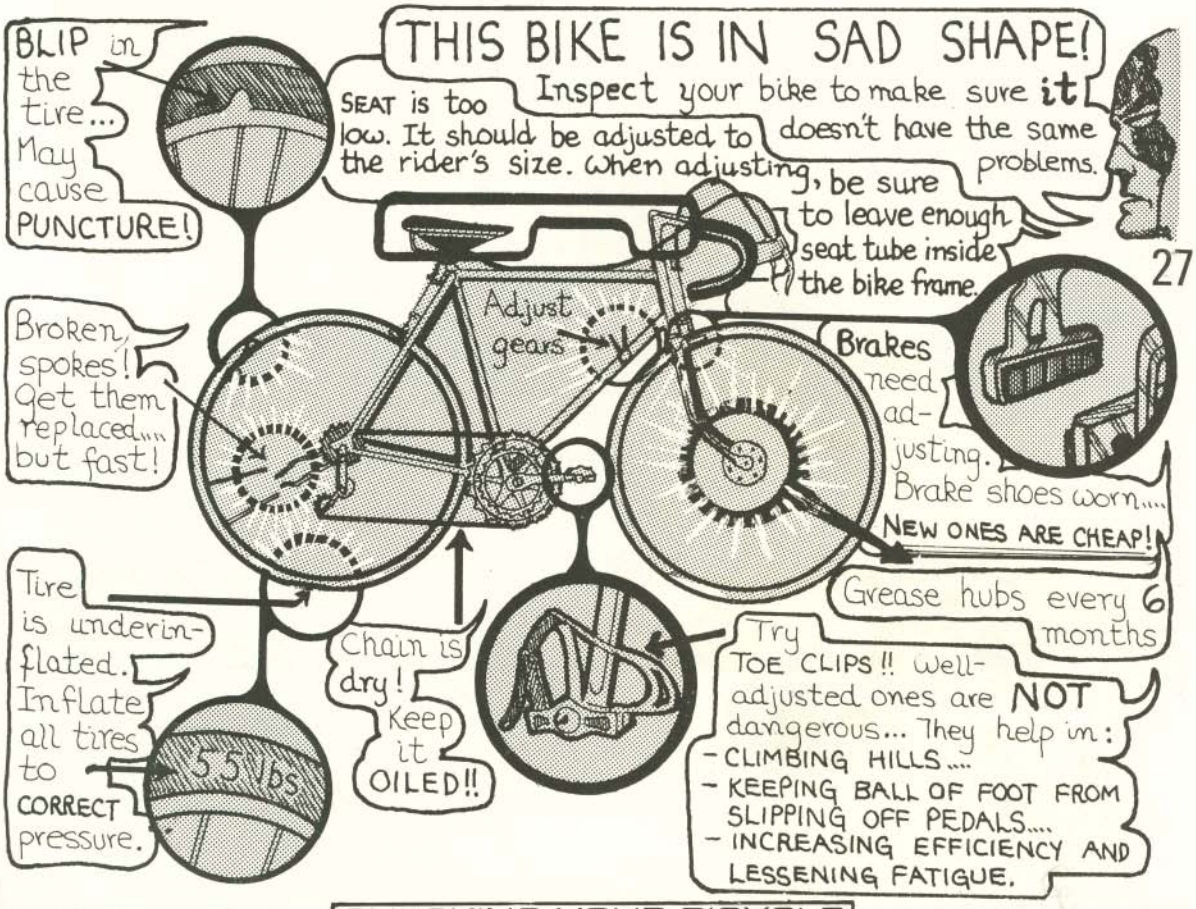
David J. Luebbers, 1975 BICYCLE BIBLIOGRAPHY, available from D. Luebbers, Rt. 3, Box 312, Columbia, MO. 65201, 148 pp., $3.50

Eugene Sloane, NEW COMPLETE BOOK OF BICYCLING, $12.95

Doug Smith, Ed., CYCLATERAL THINKING, available from UBDC, W20-002, MIT, Cambridge, MA. 02139, 72 pp., $3.00

John Williams, "San Luis Obispo Study" in BIKEWAY DESIGN ATLAS, available from UBDC, W20-002, MIT, Cambridge, MA. 02139, 126 pp., $5.00

SPROCKETMAN was developed by the Urban Bikeway Design Collaborative, a project of Urban Scientific and Educational Research, Inc., P.O. Box 19112, Washington, D.C. 20036.


THIS BIKE IS IN SAD SHAPE!
Inspect your bike to make sure it doesn't have the same problems.
BLIP in the tire... May cause PUNCTURE!
SEAT is too low. It should be adjusted to the rider's size. When adjusting, be sure to leave enough seat tube inside the bike frame.
Broken spokes! Get them replaced... but fast!
Adjust gears
Brakes need adjusting.
Brake shoes worn.... NEW ONES ARE CHEAP!
Tire is underinflated. Inflate all tires to CORRECT pressure.
55 lbs
Chain is dry! Keep it OILED!!
Grease hubs every 6 months
Try TOE CLIPS!! Well-adjusted ones are NOT dangerous... They help in:
- CLIMBING HILLS....
- KEEPING BALL OF FOOT FROM SLIPPING OFF PEDALS....
- INCREASING EFFICIENCY AND LESSENING FATIGUE.

CHECKING YOUR BICYCLE

WHEELS

Pick up bike by saddle and spin rear wheel forward
it should spin freely without
1) wobbling
2) hitting either brake block
3) slowing down super fast

Pull on rear brake lever to stop wheel
brake should have plenty of power to spare, apply smoothly without jerking and hit rim squarely

Release the lever
the brake should spring out immediately

Look at brake blocks
are they
1) worn, cracked or crumbly?
2) both an equal distance from the rim in accordance with manufacturer's specifications?

Push wheel back and forth toward one brake block and then the other
the wheel will give, but there should be no play

Look at the tread of the tire all around
there should be neither worn-through patches nor bulges

Check inflation pressure

Pick up bike by handlebars and repeat for front wheel

FRONT END

Stand in front of bike, hold wheel tightly between knees
try to twist handlebars
they shouldn't move
try to pull handlebars up and down
they shouldn't move
try to twist brake levers
they shouldn't move

Stand beside bike, lift frame near handlebars
front wheel should turn freely to the side

Try to roll bike forward and back with front brake locked
there should be no play where the fork enters the frame

Ends of handlebars protected?

FINISHING UP

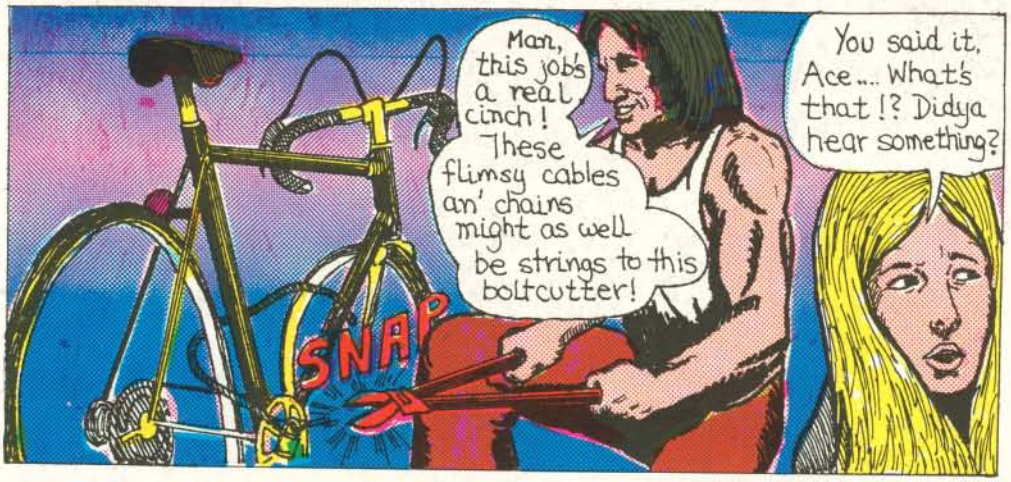
Try to twist or tilt saddle
it shouldn't move

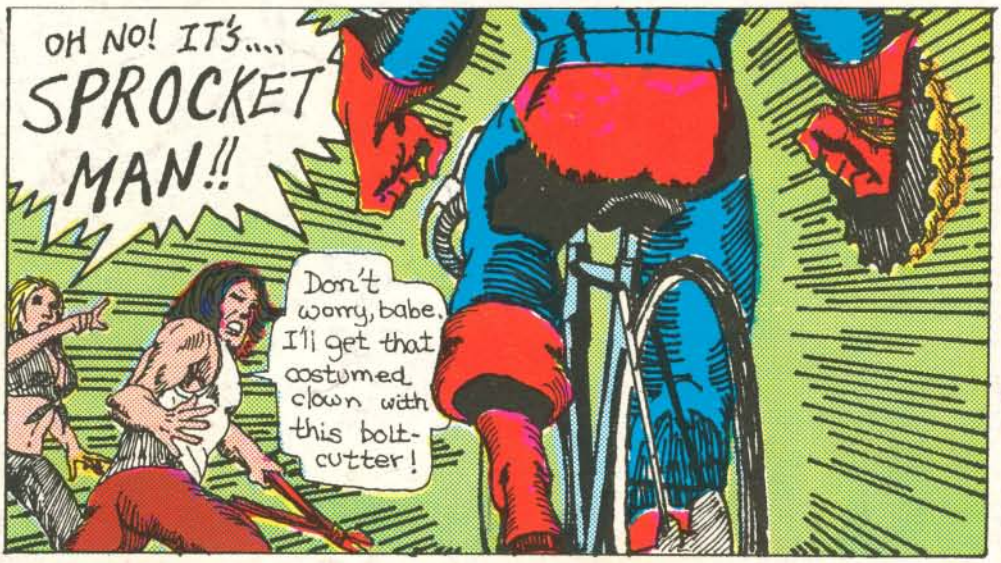
Wipe off reflectors; are they attached securely?

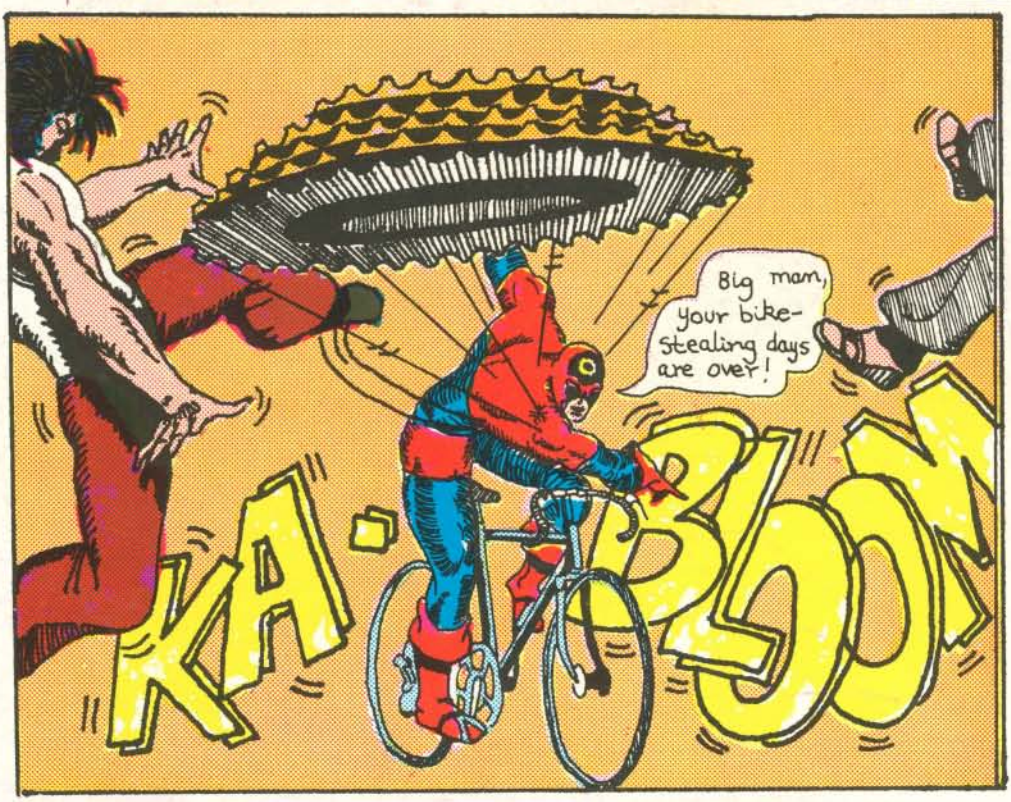
If rollers on chain are shiny or if side plates are rusty lubricate your chain!

If when pedaling, you feel a clunk every time around stop immediately, and take to an expert repairperson

Take your bike to a bike shop at least once a year for a tune-up and safety check.


Man, this job's a real cinch! These flimsy cables an' chains might as well be strings to this boltcutter!
SNAP
You said it, Ace.... What's that!? Didya hear something?


OH NO! IT'S.... SPROCKET MAN!!
Don't worry, babe. I'll get that costumed clown with this boltcutter!


Big man, your bike-stealing days are over!
KA-BLOW